NEW ADVERTISEMENTS.

Tyacinths, Tulips, Crocures, Lillies, Jouque surcissis, and a large variety of others in the control of the control of the control, Whoeling 4(13 Jacob street, Whoeling Stall No. 48, Second Ward Market.

Table Lamps, Hanging Lamps,

A new lot just received.

NOTICE-CAMERON FAIR!

MRS. EVA HUBBARD

A SSIGNEE'S SALE

Valuable Real Estate in the City

of Wheeling.

Owing to the unfavorable weather th

Cameron Fair

Will reopen her Clars in

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In McLain's Block, above the Drug Store. Sketching and Study from Life a Specialty. Orders taken for Crayon Portraits and Painting selfs TUESDAY, OCTOBER 4,

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One Hundred and Seventy-two Desira

ble Lots on Wheeling Island.

will be continued on FRIDAY.;

EWING BROS.,

R. B. WATSON,

1215 Market St , opp. McLure House

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THE INTELLIGENCER.

PUBLISHED DAILY AND WEEKLY, (SURDAY RECEPTED.)

FREW, CAMPBELL & HART, No. 25 and 27 Fourteenth Street.

Delivered by Carriers in city, 15c. per week,

SEMI-WEEKLY INTELLIGENCER. Published Wednesdays and Saturdaysi THE WEEKLY INTELLIGENCER

Great reduction to Cinks. Send for sample copy and circulars. Address. PREW, CAMPBELL & HART, Wheeling, W. Va.

..... G1 00|Bix Months

at the Postoffice at Wheeling, W. Va., as

The Intelligencer.

WHEELING, W. VA., SEPTEMBER 20, 1887.

The Local Situation. With every desire to be entirely courteous to our friend, "Cold Short," we must say that his communication in to-day's issue has more length than either breadth or thickness. He refers to a present blockade of freight around our

briskners in receipts or shipments at the two principal railroad depots of the city prove what he originally affirmed in regard to our suffering condition for lack of another line of road. If it proves anything it is only that our present depot ac-commodations are too restricted. The lines in existence have no difficulty as a rule in handling all the freight offered them here or arriving here, and they could ning-tenths of the time, so far as car facili ties are concerned, handle very much

The object we had in view was not to combat the building of as many more lines to Wheeling an anybody may be willing to construct. We are just as friendly to rallroads as anybody else, But, by comparison with other needs, it is not a lack of railroad facilities that we are suffering from at all. We have pointed out that we are just as well off as Pittsburgh in respect to railroads, and this is saying enough on that head. But we are not as well off as Pittsburgh in the matter of cheap coke. Her manufacturers not only have a, large interest in the production of coke, but being nearer to the source of supply they get a cheaper rate of freight. This is a profit that Wheeling, very much needs in her struggle at this time to compete in the production of nails and soft steel. Unless she does get cheaper raw material, both coke and ore, her sitting avill become actived. And interest on the source of supply they get a cheaper raw material, both coke and ore, her circular, and the season. Does it not rather indicate that our city is assuming a more becoming spirit of commercial aches in the production with the production of the production of nails and soft steel. Unless she does get cheaper raw material, both coke and ore, less that the two tests and the production with the production of the produc combat the building of as many more cheaper raw material, both coke and ore. her situation will become critical. And all the money she spends at a time like this on railroads or railroad bridges will simply add to the burdens of her Iron interest and not reach the real ailment at

Our principal industry has been dangerously hurt by the wire nail. We have got to get cheaper coke and cheaper ore in order to make the Bessemer iron, out as any body else can make it. Unless we do this we will soon realize that we have railroads enough for all our wants. And, further, we have got to get justice

at the hands of Congress as respects such a rectification of the tariff as will not pro tect steel rails at our expense, making them the great monopolizers of Besserne ores at fancy prices because of their better The manufacturers of sof steel will demand that if Congress will not advance the tariff on; billets, slabs, ingots, &c., to a protective point that they shall likewise reduce the tariff on steel rails to a point that will assure cheaper ore to all consumers of it and prevent a monopoly of it by one class of preferred manu-

As to cheaper coke, that is a matter that a proper degree of enterprise and energy can at lesst partially rectify, and we are turned in a proper direction. It will pay Wheeling much better to spend money for cheaper raw material than to waste it all by comparison with our real needs.

The Prosident's Style of Traveling The President is to make his Western and Southern trip in first class style Pullman sleeping cars, dining cars, and all that railroads of this day provide for those who desire the best. This has brought down upon the President some critical comments upon Jeffersonian sim-

These criticisms are far-fetched. The salary of the President of the United States is sufficient to enable him to travel in the best style, with all the comforts with which it is possible to surround a traveler. The salary was increased that the President might not be pinched, but easily able to live as becomes his high The people of the United States do not

demand or desire that their President shall go about in an improved cattle car. They have sufficient self respect to be glad that the President has not determined to hitch himself and his wife on the cowcatcher of a freight train and so make

There is a good deal of humbug about the article of so-called Jeffersonian simplicity. No man of his time was more fond of the best than the author of the Declaration of Independence. In his journeys he never took the gravel train. He used his own equipage, which was about as good as money could buy. While he was in Philadelphia he kept four horses for his pleasure, a good deal of Cheap Sanday Excursions on Ohio River state in those days.

It is true that Jefferson rode horseback down the avenue to his inauguration, got off and hitched his horse in true democratic style. But this was because his of \$1.50; Wheeling to Parkersburg and horse and carriage had not arrived, and return, \$2.25. Tickets good one day only. down the avenue to his inauguration, got the President-elect didn't want to walk, So far as Jofferson's means and opportunities went there was no stinting in his way of living. If he were traveling to-day he would have the best he could get. Alas! he went too soon for the palace

An English Edition of American Geography lieve that ours is something of a country after all, and, one thing leading to another; to need to describe the clever idea of sending over a staff correspondent to "write up the ountry." So much of the correspond-bowels, are toned and benefited by it. lieve that ours is something of a country

ent's work as we have seen is well don for a raw John Bull fresh from the office of a London newspaper. If we may credit the Pittshurgh Times the brightest com n the collection has escaped us. The ondon writer is thus quoted by the Pitta-

burgh newspaper:

The reader needs to be told nothing inrther when he knows that the Times correspondent speaks of the "magnificent woods of the Susquehana" along the shore of the New York Bay, and the fine effect from the Actor House windows of "the beautiful range of the Allegheney Mountains," and "the roar of the Nisgara cateract which empties itself out of the Mississippi into the Oregon Territory," and so on. If this bird's-eye view of the United

States has really appeared in the London Times, the writer is an uncommonly Magazine for October contains the last installment of "Uppublished Letters of Thackeray." In this collection is "An Imaginary Letter from New York," bear-

humorous geography:

The entrance of the bay is beautiful;
magnificent woods of the Susquehannah
stretch down to the shore, and from Hoboken lighthouse to Vancouver's Island,
the bay presents one brilliant blaze of
natural and commercial loveliness.

But the beautiful range of
the Allegheny mountains, which I
see from my window and the root of a present blockade of freight around our depots as proof that we are suffering for another outlet by rail to the West or South.

"One swallow does not make a summer," and no more does the temporary briskness in receipts or shipments at the sure lead you to appreciate.

It is clear enough from this that some body has been "working" the Thackers

COLD SHORT"

Makes Additional Comments on Wheeling'
Facilities and Needs. To the Editor of the Intelligen Sin-In this morning's issue you crit

ciso, in a courteous, amicable manner this generalizing remark in my last letter to the "Age of Steel:" "Wheeling needein creased facilities for transporting the man ufactured products of her factories and

more becoming spirit of com tivity and enterprise than she has bee wont to manifest during the past tw years, and would not the addition of a railroad or two assist in the generous promotion of this newly awakened spirit of progress also better our chances by attracting attention to our groat natural advantages? And has not this indolent satisfaction with the existing development of the city's facilities restrained her progress, restricted a regular increase in the diversity of her products!

Progress is never lethargic but always sctive and alert. Under the modern dispensation of commercial life, that city which has the greatest command of the means of rapid and economical transportation of commercial centers, is likely to they a decided advantage in the race for emiyears, and would not the addition of a rai

commercial centers, is likely to have a decided advantage in the race for eminence—the contention for the acquisition of independence and wealth, in the struggle for supremacy—Wheeling is now striving for equality only. She must gain that before she enters the lists for distinction and supremacy. She enjoys at present the benefits of two switches—one from Banwood and one from Steubenville, the Junction. She is also a way station on the C., W. & P. railroad. Her best promise is held out by the Ohio River road.

The "Achilles heel" of Wheeling; if I may so express it, is her ultra conserva-

may so express it, is her altra conserva tism. When the animating wand of pro-gress spread over this section, after th war, it seems from some cause, to have either missed Wheeling or touched he heeling assists in providing the neces-

Wheeling assists in providing the necessary inlet, railroads will come to her and compete for her favors in the way of traffic. I am not among those either who believe in the infallibility, the efficacy or wholesome, honest working of the Interstate bill as it is now enacted, interpreted and administered.

As to;the railroad bridge, there certainly is the sentiment prevailing, that it should be built. How, is not now for me to discuss; committees have been appointed for that purpose. I did throw out some suggestions, but they were intended to help set the ball in motion. I do not decire to washington and Pit washington. father or cousin any wild sochemes, or belp rush the city in debt. She has some stocks, however, which it might be sagacious to sell-such as her stock in the Pittsburgh, Wheeling & Kentucky railroad.

Cold Short.

Wheeling Sentember 27th 1837.

Wheeling, September 27th, 1887. Too Much Care

cannot be taken in the selection of toilet scaps. Colegate & Co.'s are the best. Try Cashmere Bouquet.

A college for women, modeled after Wellesley and Nassar, is to be established at Denver, Col., as soon as possible. Two bottles of Ely's Gream Balm cured

the wife of a well known U. S. A. Genera and also two army officers in Arizona of

Pitteburgh and Return,

Commencing Sunday, June 5, and continuing every Sunday until further notice the Baltimore & Ohio. will sell excursion tickets to Pittsburgh and return at low rate of \$1 50, and to Washington, Pa., and return at \$1 00. Trains leave at 5 and \$10 A, M., returning arrive at 7 and 11:10 P. M.

Commencing June 12, the Ohio River

Removing a Serious Obstruction Gently. Dynamite and giant powder might answer ad-mirably to remove obstructions from Hell Gate in East river, New York, but explosive measures in East river. New York, but explosive measures in medication are over attended with disastrous consequences. For instance, the bowels cannot be violently drouched with safety, nor is, there the slighten necessity for so doing. On the contrary, it is most unwise. None but the purblind adherents of antiquated theories in medicine advise or sanction such a course. To weaken the intestines—the effect of drastic purgation—is to compromise the neath of the entire system. With Rosetters 4.

Monongacked Olif Republican.

About five years ago in Bedlington, Old England, Joseph Tucker met and loved Mary Ann Bowey. Her mother objected, and the wedding was put off. Years went on and still the mother said no to Joe's pleadings and Mollie's entreaty; and at least weary of waiting he came over to America, about a year ago, but each post took back a letter telling Mary Ann that he was ready and waiting for her. At last she said she would come, and by return went a ship ticket. Meanwhile he rented and furnished a house in Cataburg, near Pratt's, and when his sweetheart arrived on Monday all was ready. Equire Williams arranged the license permit, and meanwhile the expectant bride found companionship with an English lady. This moring the document arrived from Washington and the wedding came off. Editor Hazzard gave the bride away, John Staib represented the corporation, while Aldermann Williams pronounced the yows in a beautiful and graceful admixture of Purchasia, and a large variety of others. man Williams pronounced the vows in beautiful and graceful admixture of Pur don and Westminster. It was the happy termination of a little English romance transplanted to the Catsburg cottage.

Imaginary Letter from New York," bearing date September 5, 1848. This happy thrust at those Englishmen whose gross genoments are those englishmen whose gross genoments and used overything recommended but could get no relief. Was sorte of absurdities, was first published in 1876. Here is a leaf from Thackeray's humorous geography:

The entrance of the bay is beautiful; magnificent woods of the Susquehannah stretch down to the shore, and from Hebokan lighthouse to Vancouver's Island, there is the street, New York.

These York are severe cold in Issurement from a very severe cold in yellow the severe cold in the seve

Ir you would enjoy your dinner and are prevented by Dyspopsia, use Acker's Dyspopsia Tableta. They are a positive cure for Dyspopsia, Indigestion, Flatuency and Constipation. We guarantee them. 25 and 50 cents. Logan & Co., C. R. Goetze, C. Menkemiller, R. B. Burt and Borrie Bros.

Fred. Brown's Jamsica Ginger will re-lieve any andden attack of malaria. Never go to a malarious district without it.

3CHAMBRA—On Wednesday evening, Septemi 28, 1837, at 5:30 o'clock, Many T., caughter Conrad and Mary Schambra, aged 18 years, months and 3 days.

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ROUGHONBILE PILLS.

Try the Cure. HAY-FEVER

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TRAVELERS' QUIDE. RRIVAL AND DEPARTURE
TRAINS-On and after July 17, 1837—R.
HON OF REFERENCE MARKS. Daily, 183
HONDAY EXCODED - ESSIOTE BEST

H. & O. B. R.-EAST | Dopart *5:00 am *10:15 pm *5:45 pm *10:50 am 6:50 am 5:50 pm 4:10 pm 9:05 am 12:01 pm 1:40 pm

Pittsburgh, and Now York...
Pittsburgh and Now York...
Pittsburgh and Now York...
Warf.
Express, Oin, and 8t. Louis...
Express, Bicubenville and Co.
Stocherville and Dennison...
Pittsburgh and Glorian
Richard Lind Accommodatio
Pitts. Now York and Ghica
Wellsville accommodation. 8:10 am 9:85 am 11:17 am *7:45 am *11:20 am *12:45 am * 8:15 pm *4:80 pm *8:30 pm 8:15 am 5:55 pm

Summerfield Accommodation leaves Bel 200 p. m., arrives at Bellaire at 10:45 a. m.

WHEELING & ELM GROVE R. R.— On and after May 2, 1857, trains on the wheeling & Fim Grove Railroad will run as folbiling: | Loaves Wheeling Park: | 2:00 P. M. | 5:10 A. M. | 2:00 P. M. | 5:10 A. M. | 2:00 P. M. | 4:00 A. | 4:00 A.

1:00 r. s. 2:00

SUNDAYS—Loave at 7:00 a. m. and run every hour until 9:00 b.m. Leave Wheeling Park at 8:00 a. m. and run every hour entil 10 h. m., except ultrace 17 sins, which will leave the Park at 9:45 a. m., and two whooling at 12:15 p. m., and Wheeling at 12:15 p. a. p. appo

Leave Bellaire. 9:00 a.m. 4:40 p.m. 11:20 6:00 ... 3:00 p.m. I Short notice.

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